

Inside Driven Autos Strike Popular Fancy

Type Originally Called "The Country Doctor" Now "The Suffragette."

"THE BEST SHOW EVER"

Hugh Chalmers Declares Huge Attendance Indicates Great Interest in the Automobile.

Madison Square Garden and the Grand Central Palace were filled far beyond the comfort stage last night, as the second of the official "society days" of the automobile show drew to a close. The attendance in the morning was unexpectedly big, and any one approaching either building just before noon might well have imagined that a fashionable wedding was the attraction, judging by the number of town cars and other closed motor cars standing in nearby streets or avenues.

The concerns that have been showing cars with the inside driven type of body have been very popular gathering or stopping places for women visitors so far this week. One of the salesmen at a space in the Grand Central Palace, where there is a very handsome inside driven coupé, said yesterday that his firm had originally built the type for use by a physician who did not want to be bothered with a driver. The physician told the factory people he had a great deal of country driving to do and wanted a comparatively small car he could handle himself.

This particular manufacturer has done a lot of business since then with other doctors, and at the factory the model was generally known as "the Country Doctor." For the last year or so, however, a constantly increasing amount of orders for this type of car have been received from women buyers, most of whom asked for upholstery a bit more elaborate than the regular sort, so that the factory nickname for the model has been abandoned and some of the sales force members call it "the Suffragette."

Salesmen at car exhibits in both Gardner and Palace declared last night they were sure that many distinguished persons visited the show yesterday, as there was quite a noticeable reluctance on the part of many interested visitors to leave their names, so catalogues could be sent to them. Quite a few of the exhibitors told of orders they had received yesterday, during the day or in the evening, when the buyers had asked that their names be withheld from publication.

"The week is now nearly over, and beyond a question we are having the best automobile show ever held," said Hugh Chalmers yesterday afternoon. "We have had a greater attendance than last year even, when all attendance records were broken, and I believe the present show has had the best buying crowds of any year. The most wonderful thing about these annual shows to my mind is the steady drawing power. The strength of the motor car's hold on Americans cannot be better illustrated than by the thousands of persons who each year spend money simply for an opportunity to spend yet more money."

The motor car show is the answer to all those who see a decline in the automobile industry. The buying public certainly does not support any industry year after year—whether it be motor cars, theatres, books or anything else—unless it finds something in that enterprise something which is needed. I say needed advisedly, for the motor car is needed.

Think what New York would be without motor cars. One of the marvels of the city is the rapid expansion northward, made possible largely through the automobile. If New York were totally deprived of motor transportation the city would be instantly thrown backward fifty years.

All this wonderful industry has grown up within the memory of the present generation. It is less than two decades ago that automobiles were unknown. Today the manufacture of motor vehicles has become the third largest industry in the United States. Can such a thing be built upon a fad? I think not. This means a lot for during 1913 the world will buy more than \$200,000,000 worth of American made goods. It means that more than a quarter of a million skilled workmen are directly employed making cars, while allied industries employing nearly two hundred thousand men are made possible. In a word, it is true beyond a doubt that the motor car has revolutionized our civilization.

"Because the automobile industry is young it has been deplored by some who were not familiar with its magnitude and its permanence. Because a thing is new it does not follow that it is not good. The automobile is new, and it has made a new country, a new spirit and untold new opportunities. Building motor cars is a young industry, and it is a young man's industry. It has opened new fields to the young men of our country—and they have proved worthy, for they have yesterday."

buffeted soundly and well against great odds.

One of the most interested of the visitors yesterday was Lord Basil Blackwood, of London, who was accompanied by Vincent Astor. Lord Blackwood was for some years in the consular service of his country in the British West Indies. He is going to Palm Beach, and before returning to England will play some polo at Aiken.

Another visitor at the show was Mrs. Charles Cary Rumsey, the oldest daughter of Mrs. E. H. Harriman, who was making her first public appearance after a long illness.

Others present were the Princess Troubetskoy, the former Amelia Bixby; Mr. and Mrs. Dallas A. B. Pratt, J. Borden Harriman, Oliver Harriman, Mr. and Mrs. Delaney Kountze, Lydia Hoyt, McKim Hollins, Hermann Oberleitner, Mrs. A. Paul Andrews, Miss Margaret Andrews, Mrs. P. V. Reeves, Mrs. Alfred Reeves and her two sons, Robert and Clifford Reeves, Mr. and Mrs. Stephen H. P. Pell, Miss Anna Wright, Mr. and Mrs. A. Lanfair Norrie, Mr. and Mrs. J. Townsend Burden, Jr., Mrs. J. Wray Cleveland, Miss Marjorie Cleveland, Thomas Sillid, Reginald Waterbury, Moses Taylor Cyne, Worthington Whitehouse, James De Wolfe Cutting, Phoenix Ingraham, Mr. and Mrs. Frank Bishop and Mr. and Mrs. Buell Hollister.

Miss Eleanor Parkhurst, who is a model for Charles Dana Gibson, Harrison Fisher, etc., and incidentally very beautiful, was the means of creating considerable merriment. She voluntarily posed in the basket attachment of a famous motorcycle for a number of flashlight photographs, to the edification of a large and appreciative audience, and when the pictures were completed she went over to the camp of a rival concern and posed for another set of pictures.

To-day has been officially designated as theatrical matinee day at the Grand Central Palace show and as invitations have been sent to the cast of every show in town Broadway is expected to send a large and attractive delegation to Lexington avenue this afternoon.

MOTORING AND BASEBALL

Managers May Regulate Use of Cars by Players.

Is automobile a good thing for baseball? Several of the big league managers have had to answer this question during the last year, and many of them have weighed the matter seriously.

Ball players often use the pleasure car to their own disadvantage, and several of the major league leaders are considering the proposition of establishing rules which will regulate the use of the automobile this coming season.

Joe Tinker, the new manager of the Cincinnati club, who drives a Case machine and knows the temptation to break training rules when a player possesses a machine, says that he will first ask his men not to abuse the privilege given them, but if joy riding is indulged in too freely then he will lay down the law.

Frank Chance, who always goes to and from the park in his Case runabout, says that the automobile is a fine thing for the ball player when used properly, but that there is a tendency on the part of all players who possess cars to stay out late at night.

All baseball managers agree that it is a good thing for players to get their minds away from the game, and that automobile is one of the very best means of doing this. But there is a limit.

12 MARIONS FOR AFRICA

Immediate Delivery Order Is Accepted at Local Show.

One of the most interesting sales of the automobile show was made yesterday by Dr. M. D. MacNab, vice-president of the Marion company, of Indianapolis, who took orders for twelve Marion touring cars, to be shipped immediately to Johannesburg, South Africa.

The company recently made a connection in that faraway part of the world, and a month ago six Marion touring cars were crated and shipped. A few days ago the New York export representatives of the South African people received orders to forward six more if the factor could deliver them this week. Shipping schedules at the factory have been so heavy that Dr. MacNab had to telegraph yesterday that they could arrange to crate six touring cars, the order was increased to twelve cars, six to be sent next week in addition.

The Johannesburg representatives recently spent several weeks inspecting American-made cars, and upon reaching Indianapolis took four hours in going through the Marion plant, the largest in that city, and then signed a contract. The news of this order was one of the pleasant reports submitted to J. L. Handley, president of the Marion company, on his arrival from the Pacific Coast yesterday.

AUTOMOBILES.

AUTOMOBILES.

HENDERSON

"ROAD COMFORT" CARS

The best constructed and most luxuriously equipped car in the world selling under \$2,000, including the Ward Leonard electric starting and lighting system—the peer of them all.

ROADSTER MODEL 44 . . . \$1385

TOURING MODEL 46 . . . \$1485

All Models on exhibit at New York Show, Main floor, Grand Central Palace.

Henderson Motor Car Co. of Indianapolis, U. S. A.

EASTERN DISTRIBUTERS

Henderson Eastern Motors Company,

1652 Broadway, New York City.

Some DESIRABLE TERRITORY OPEN.

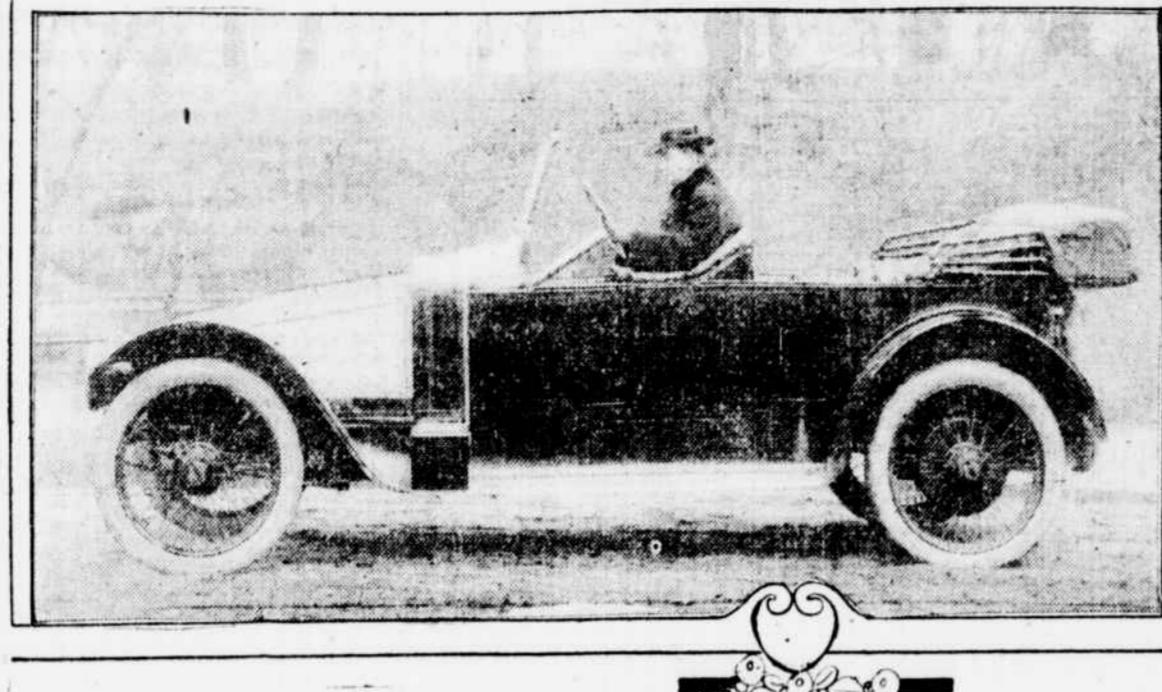
(Duplicates of Show Models in New York Salesrooms)

Central Motor Car Company, 1270 Bedford Ave., Brooklyn, N. Y.

Charles Fraedrich, 4421 Third Ave., Brooklyn, N. Y.

Service Motor Car Co., 228 Halsey St., Newark, N. J.

BOB BURMAN AT THE WHEEL OF A KEETON CAR, WHICH IS ON SHOW AT THE PALACE.



RECORD FOR ALCO TRUCK

Goodrich Guide Posts a Big Help to Motorists

Makes Run from Philadelphia Under Adverse Conditions.

Covered with mud from its run through rain, fog and bad roads, the transcontinental Alco truck of Charles W. Young & Co. arrived here yesterday fourteen minutes ahead of the Philadelphia to New York record which it set last summer. On reaching West Hoboken the crew delivered its load of soap. The cargo, which was carried from Philadelphia, consisted of thirty boxes, weighing, all told, \$237 pounds.

Setting out from Philadelphia in the teeth of a rainstorm, the big vehicle arrived at its destination at 4:15 p. m., after having been on the road for an actual running time of 8 hours and 31 minutes. The former mark made in the course of the transcontinental run was 8 hours and 6 minutes.

The two drivers in charge of the truck, Walter Dick and William Brown, reported that they had to contend with adverse conditions practically all the way. From rain at the start of the voyage, they ran into heavy fog twenty miles out of Philadelphia. This continued a good part of the way to Trenton, the roads for the most part being muddy. The hardest going was encountered near Langhorne, the difficult travelling being intensified by steep hill on which traction was almost impossible.

From Trenton the path lay through New Brunswick and Elizabeth. On reaching New York the machine was driven to the headquarters of the American Locomotive Company, on Broadway. It will be a feature of the motor truck show at the Garden next week.

CUTTING RACER AT SHOW

Burman's Car Was Brought Here from Pacific Coast.

One of the most interesting cars at the automobile show is the big Cutting 100-horsepower racer, which has been driven to many victory this past season by Bob Burman, the speed king, and which is one of the features of the Cutting exhibit. This car was shipped to New York for the show from the Pacific Coast and will be sent back to California as soon as the show is over.

The car looks like a freak in its lines, but was built, of course, for speed purposes, and therefore the body was designed to invite the least wind resistance possible. It was the Cutting entry at Indianapolis, the largest entered in this event, and Burman, during the past summer, has won with it fifteen firsts, three seconds and one third, all open races, in addition to many other victories in special events. The car is capable of covering from 126 to 132 miles an hour. The Cutting people were anxious to have it at the show because they wished their foreign dealers to see it.

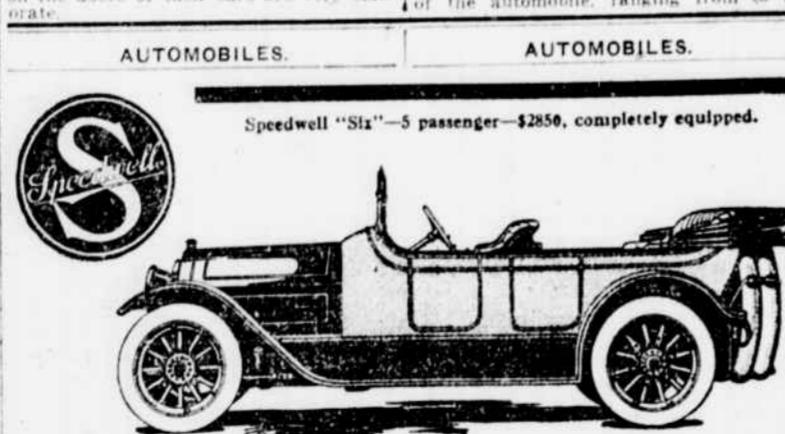
CRESTS ON CAR DOORS.

The monograms, crests and initial letters, now applied so extensively to the doors of both open and closed cars, are often works of art. At some high-grade automobile factories there are men who specialize in the application of monograms and fancy letters or copy family coats of arms from embossed notepaper for this purpose. This fashion, inherited from the old coaching style, has become much more general of late, and some of the dealers which owners now have painted on the doors of their cars are very elaborate.

AUTOMOBILES.

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The One Real Sensation of the Show Speedwell "Six" with Rotary Valve Motor

No improvement in motor car design of the current season has caused the comment or interest exhibited toward the Speedwell "Six" car with Rotary-Valve Motor now on exhibit for the first time at the Grand Central Palace Division of the Automobile Show.

Allowing due deference to public opinion, we are offering, in conjunction with the Speedwell Six Cylinder Rotary-Valve Motor, a standard high-powered six cylinder poppet-valve motor in our standard Speedwell chassis.

Option of either motor, same chassis, at the same price. Standard chassis with either motor has 135-inch wheel base, unit power plant, three-point suspension, electric starter and electric lights, and complete high-grade equipment throughout.

A Valve which Retains its Efficiency Indefinitely

This simple valve revolving continuously [no reciprocating action] never grinds, never changes in timing and delivers full horse power for a greater mileage than the life of any motor car. Get literature at the Show.

The Speedwell Motor Car Co., Dayton, Ohio
Garland Automobile Co., 1888 Broadway, New York

Jersey Motorists to Fight Increase of License Fees

Automobile Clubs Pass Resolutions Against Lippincott's Measures.

son, but they go further and suggest a license on horse drawn wagons as a means of fairly distributing the burden of raising money for road maintenance. The campaign is being furthered by Frederick Dunham, president of the Hudson County club.

The resolutions are as follows:

Whereas, it is reported that legislation is contemplated having the automobile license fees and especially the reciprocity privileges, can be assured that they have friends in the automobile clubs of that state.

The Jersey motorists are organizing to fight the passage of the bills recently proposed by Motor Vehicle Commissioner Jeb H. Lippincott, of New Jersey, which have for their object the increasing of the license fees and the curtailment of the reciprocity privileges to out-of-state automobilists.

The Automobile Club of Hudson County is the latest in the field with objections to Commissioner Lippincott's proposed measures, and yesterday it sent to every other motor club in New Jersey copies of resolutions on the subject which it passed at its annual meeting. These resolutions protest against increased fees and curtailment of reciprocal privileges, declaring it to be not only untrue but an unfair and unjust discrimination against the automobilists.

In this respect the resolutions are similar to those passed last week by the North Jersey Automobile Club of Paterson.

AUTOMOBILES.

AUTOMOBILES.

Rudge-Whitworth Detachable Wire Wheels

first in 1905 and foremost ever since

The grace and beauty of Cutting lines, the strength and character embodied in the design are superbly typical of Cutting quality.

See the Cutting at the Show—

Space 19—Grand Central Palace

Cutting Motor Car Company, Jackson, Michigan

AUTOMOBILES.

The Motor Truck with the silent worm gear drive at the

Garden Show

The efficiency of the worm gear drive has been proved by three years of service

in Pierce Arrow 5 Ton Motor Trucks

New York Sales:

HARROLD'S MOTOR CAR CO.

West 54th St.

New Jersey Sales:

ELLIS MOTOR CAR CO.

Central Av. Newark